

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Currently Amended)

A Hydraulic twin clutch for a transmission having two transmission input shafts, comprising:
first and second transmission input shafts;
a driven clutch housing;
a first clutch for releasably connecting the clutch housing to the first transmission input shaft, having first friction discs;
a first annular piston-cylinder unit, located radially outward of the first transmission shaft and radially inward from the first friction discs for hydraulically-actuating the first clutch;
a second clutch for releasably connecting the clutch housing to the second transmission input shaft, having second friction discs;
a second annular piston-cylinder unit located adjacent the first piston-cylinder unit, located adjacent the first friction discs, located radially outward of the second transmission shaft and radially inward from the second friction discs, for hydraulically-actuating the second clutch;
a clutch web fixed to the clutch housing, located between the first and second clutches and between the first and second piston-cylinder units.

2. (Original)

The hydraulic twin clutch as claimed in claim 1, further comprising:
A clutch cover driveably connected to the clutch housing; and
A clutch hub to which the clutch web and clutch housing are driveably connected.

3. (Currently Amended)

The hydraulic twin clutch of claim 1, further comprising:
A first clutch bell driveably connecting the first transmission input shaft and first clutch,
Having a radially inner surface driveably engaged with {output-side} friction discs of the first clutch; and

A ~~fixed~~ second clutch bell driveably connecting the second transmission input shaft and second clutch, having a radially inner surface driveably engaged with ~~{output side}~~ friction discs of the second clutch.

4. (Original)

The hydraulic twin clutch as claimed in claim 1, further comprising:

A first pressure plate for the first clutch and a second pressure plate for the second clutch, each pressure plate formed integrally with the clutch web.

5. (Original)

The hydraulic twin clutch as claimed in claim 1, wherein the first clutch further comprises a first set of input friction discs, a first disc carrier supporting the first set of input friction discs and formed integrally on the clutch web; and

The second clutch further comprises a second set of input friction discs, a second disc carrier supporting the second set of input friction discs and formed integrally on the clutch web.

6. (Currently Amended)

The hydraulic twin clutch as claimed in claim 2, wherein the first clutch further comprises a third pressure plate located at the opposite axial side of the first discs from the location of the first pressure plate, the second clutch further comprises a fourth pressure plate located at the opposite axial side of the second discs from the location of the second pressure plate; further comprising:

a first annular cylinder forming a working chamber supplied with pressurized oil, driveably connected to the clutch hub;

a second annular cylinder forming a working chamber supplied with pressurized oil, driveably connected to the clutch hub;

a first annular piston movably guided and sealed in the first annular cylinder, arranged between the clutch web and first cylinder, and adapted to apply force on the third pressure plate;

and

a second annular piston movably guided and sealed in the second annular cylinder, arranged between the clutch web and the second cylinder, and adapted to apply force on the ~~third~~ fourth pressure plate ~~and fourth~~.

7. (Original)

The hydraulic twin clutch according to claim 6, further comprising:

a first contact-pressure ring radially surrounding the first cylinder;
a first seal sealing a space located radially between the first contact-pressure ring and fist cylinder and permitting movement of the first contact-pressure ring relative to the first cylinder; and

a compensating cover carried on the contact-pressure ring, located on the opposite side of the first annular cylinder from the location of the first piston, the compensating cover, first contact-pressure ring and first cylinder forming a chamber for compensating the pressure in the first piston.

8. (Original)

The hydraulic twin clutch according to claim 6, further comprising:
a first contact-pressure ring radially surrounding the first cylinder;
and

a compensating cover carried on the contact-pressure ring located on the opposite side of the annular cylinder from the location of the irst piston, the compensating cover, first contact-pressure ring and first cylinder forming a chamber for compensating the pressure in the first piston.

9. (Currently Amended)

The hydraulic twin clutch according to claim 8, wherein the chamber for compensating is filled with pressurized oil from the first cylinder through a relatively small filling hole formed in the first cylinder.

10.(Currently Amended)

The hydraulic twin clutch according to claim 8, wherein the chamber for compensating is filled with pressurized oil via a filling hole, independently of pressure in the first cylinder.

11.(Newly Added)

A hydraulic twin clutch for a transmission having two transmission input shafts, comprising:

first and second transmission input shafts;
a driven clutch housing;
a first clutch for releasably connecting the clutch housing to the first transmission input shaft, having first friction discs;
a first annular piston-cylinder unit, located radially outward of the first transmission shaft and radially inward from the first friction discs for hydraulically-actuating the first clutch;
a second clutch for releasably connecting the clutch housing to the second transmission input shaft, having second friction discs;

a second annular piston-cylinder unit located adjacent the first piston-cylinder unit, located adjacent the first friction discs, located radially outward of the second transmission shaft and radially inward from the second friction discs, for hydraulically-actuating the second clutch;

a clutch web fixed to the clutch housing, located between the first and second clutches and between the first and second piston-cylinder units;

a clutch cover driveably connected to the clutch housing;

a clutch hub to which the clutch web and clutch housing are driveably connected;

wherein the first clutch further comprises a third pressure plate located at the opposite axial side of the first discs from the location of the first pressure plate, the second clutch further comprises a fourth pressure plate located at the opposite axial side of the second discs from the location of the second pressure plate;

a first annular cylinder forming a working chamber supplied with pressurized oil, driveably connected to the clutch hub;

a second annular cylinder forming a working chamber supplied with pressurized oil, driveably connected to the clutch hub;

a first annular piston movably guided and sealed in the first annular cylinder, arranged between the clutch web and first cylinder, and adapted to apply force on the third pressure plate;
and

a second annular piston movably guided and sealed in the second annular cylinder, arranged between the clutch web and the second cylinder, and adapted to apply force on the fourth pressure plate.

a first contact-pressure ring radially surrounding the first cylinder;

a first seal sealing a space located radially between the first contact-pressure ring and first cylinder and permitting movement of the first contact-pressure ring relative to the first cylinder; and

a compensating cover carried on the contact-pressure ring, located on the opposite side of the first annular cylinder from the location of the first piston, the compensating cover, first contact-pressure ring and first cylinder forming a chamber for compensating the pressure in the first piston.

12. (Newly Added)

The hydraulic twin clutch of claim 11, further comprising:
A first clutch bell driveably connecting the first transmission input shaft and first clutch,

Having a radially inner surface driveably engaged with friction discs of the first clutch; and
A second clutch bell driveably connecting the second transmission input shaft and second clutch, having a radially inner surface driveably engaged with friction discs of the second clutch.

13. (Newly Added)

The hydraulic twin clutch as claimed in claim 11, further comprising:

A first pressure plate for the first clutch and a second pressure plate for the second clutch, each pressure plate formed integrally with the clutch web.

14. (Newly Added)

The hydraulic twin clutch as claimed in claim 11, wherein
The first clutch further comprises a first set of input friction discs, a first disc carrier supporting the first set of input friction discs and formed integrally on the clutch web; and

The second clutch further comprises a second set of input friction discs, a second disc carrier supporting the second set of input friction discs and formed integrally on the clutch web.